

EUROPEAN TRANSPORT AND INFRASTRUCTURE POLICY

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mit Exkursion

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Introduction

After the group's arrival to the charming city of Brussels, the first meeting of the trip was held on Avenue de Tervuren 82, which is where the office of the Austrian state of Styria (Steiermark) is located.

There we met Dr. Helmut Adelsberger, who provided us an overview of the transport and infrastructure policy for the European Union and its surrounding areas, which is being carried out by the EU actors. As said before, these policies not only affect to the European Union members, but also the candidate countries or the ones which play a special role for the European Union interests'.



Image 1 - Dr. Helmut Adelsberger (1).

Dr. Helmut Adelsberger works for the Austrian Ministry of Transport, Innovation and Technology (BMVIT). He is responsible for the Office of International Networks and General Transport Planning (Internationale Netze und Generalverkehrsplanung), which is placed on the fifth section of this ministry (2).

He is also the chairman of the Pan-European Corridor IV, which is something to be explained ahead (3).

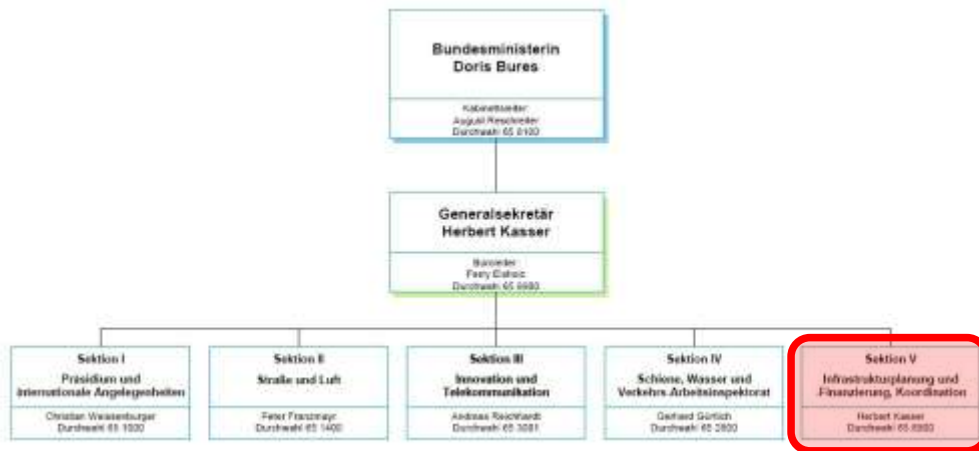


Figure 1 - BMVIT's organizational chart (2)

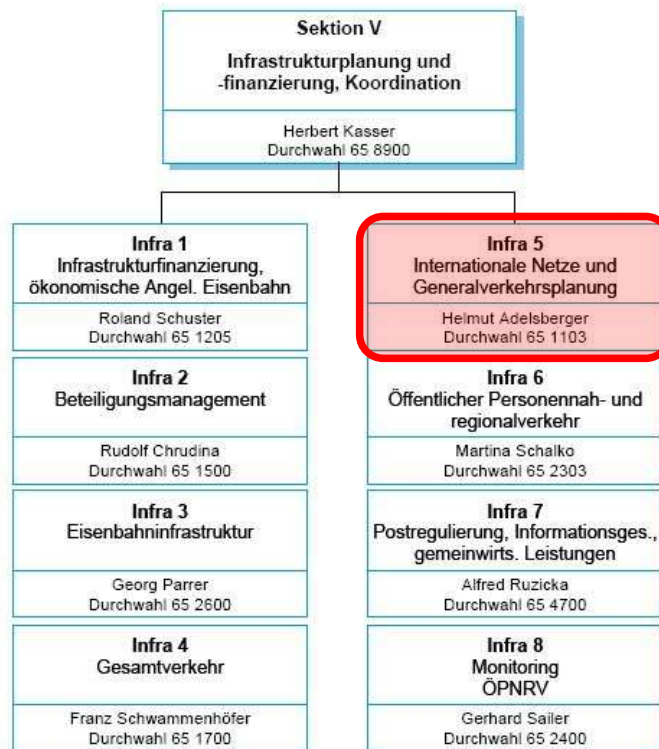


Figure 2 - Sektion V's of the BMVIT organizational chart (2)

The Maastricht Treaty

The Treaty on European Union was signed in Maastricht on 7 February 1992 and entered into force on 1 November 1993. This Treaty is the result at an external level, of the collapse of communism in Eastern Europe and the outlook of German reunification which led to a commitment to reinforce the Community's international position.

With the Treaty of Maastricht, the Community went beyond its original economic objective, with the creation of a common market, and its political ambitions came to the fore.

In this context, the Treaty of Maastricht answers five key goals:

- Strengthen the democratic legitimacy of the institutions.
- Improve the effectiveness of the institutions.
- Establish economic and monetary union.
- Develop the Community social dimension.
- Establish a common foreign and security policy.

The Treaty establishes Community policies in six new areas:

- Trans-European networks.
- Industrial policy.
- Consumer protection.
- Education and vocational training.
- Youth.
- Culture.

The Treaty on European Union created the European citizenship over and above national citizenship. Every citizen who is a national of a Member State is also a citizen of the Union. This way, a European citizen is provided with the following new rights:

- The right to circulate and reside freely in the Community.
- The right to vote and to stand as a candidate for European and municipal elections in the State in which he or she resides.
- The right to protection by the diplomatic or consular authorities of a Member State other than the citizen's Member State of origin on the territory of a third country in which the state of origin is not represented.
- The right to petition the European Parliament and to submit a complaint to the Ombudsman.

(4).

Reasons to develop a transport and infrastructure policy

The free mobility of people, goods and services among the European Union provided by the Maastricht Treaty is essential to guarantee the potential advantages of the created single market. Nevertheless, the effectiveness of this capacity does not only depend of the opening to the public and private operators of the sector, but also of the availability or creation of the accurate infrastructures which support and ease that transport.

The construction of a trans-European infrastructure network which connects the national links would accelerate the improvement of the common market, and open this market to the surrounding areas of the Union, opening our market to the potential members and neighbors.

The creation of a multimodal trans-European transport network is essential to the social unity and may be decisive in the job creation among the European Union as well (5).

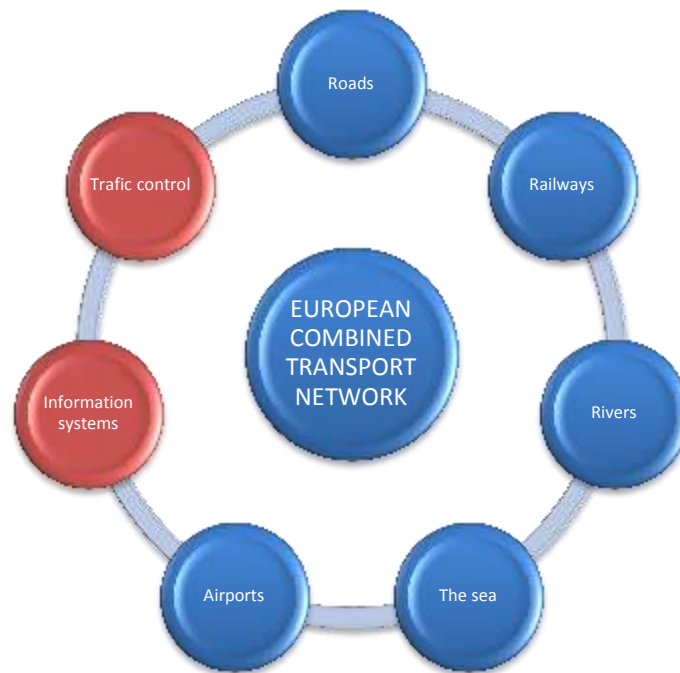


Figure 3 - Multimodal trans-European transport network

According to these facts, the trans-European transport network is being developed as a multimodal transport network, covering the area of the European Union and its surroundings as well. It consists on the creation of infrastructures or improvement of the already existing ones in order to keep the whole Union well connected, as will be explained above.

The trans-European transport network

The trans-European transport network (TEN-T) has the following goals:

- Ensure the mobility of persons and goods.
- Offer users high-quality infrastructure.
- Include all modes of transport.
- Allow the optimal use of existing capacities.
- Be interoperable in all its components.
- Be economically viable.
- Cover the whole territory of the community.
- Allow for its extension to the member states of the European free trade association, the countries of central and Eastern Europe and the Mediterranean countries.

The trans-European transport network comprises infrastructures (roads, railways, waterways, ports, airports, navigation aids, intermodal freight terminals and product pipelines), together with the necessary services for the operation of these infrastructures.

The priority measures concern:

- Completion of the connections needed to facilitate transport.
- Optimization of the efficiency of existing infrastructure.
- Achievement of interoperability of network components.
- Integration of the environmental dimension into the network.

The trans-European transport network is being carried out through different projects. The European Council during its meeting in Essen in 1994 endorsed a list of 14 specific projects; but in 2003, and following the recommendations from the Van Miert high-level group in the trans-European transport networks, the Commission compiled a new list of 30 priority projects to be launched before 2010, which are listed below:

1. Railway axis Berlin–Verona/Milan–Bologna–Naples–Messina–Palermo.
2. High-speed railway axis Paris–Brussels–Cologne–Amsterdam–London.
3. High-speed railway axis of south-west Europe.
4. High-speed railway axis east.
5. Betuwe line.
6. Railway axis Lyons–Trieste–Divača/ Koper–Divača–Ljubljana–Budapest–Ukrainian border.
7. Motorway axis Igoumenitsa/Patras–Athens–Sofia–Budapest.
8. Multimodal axis Portugal/Spain–rest of Europe.
9. Railway axis Cork–Dublin–Belfast–Stranraer.
10. Malpensa Airport.
11. Øresund fixed link.

12. Nordic triangle railway/road axis.
13. United Kingdom/Ireland/Benelux road axis.
14. West Coast Main Line.
15. Galileo.
16. Freight railway axis Sines/Algeciras-Madrid-Paris.
17. Railway axis Paris–Strasbourg–Stuttgart–Vienna–Bratislava.
18. Rhine/Meuse–Main–Danube inland waterway axis.
19. High-speed rail interoperability on the Iberian peninsula.
20. Fehmarn belt railway axis.
21. Motorways of the sea.
22. Railway axis Athens–Sofia–Budapest–Vienna–Prague– Nuremberg/Dresden.
23. Railway axis Gdansk–Warsaw–Brno/Bratislava–Vienna.
24. Railway axis Lyons/Genoa–Basle–Duisburg–Rotterdam/Antwerp.
25. Motorway axis Gdansk–Brno/Bratislava–Vienna.
26. Railway/road axis Ireland/United Kingdom/continental Europe.
27. ‘Rail Baltica’ axis Warsaw–Kaunas–Riga–Tallinn–Helsinki.
28. ‘Eurocaprail’ on the Brussels–Luxembourg–Strasbourg railway axis.
29. Railway axis of the Ionian/Adriatic intermodal corridor
30. Inland waterway Seine–Scheldt.

(6).

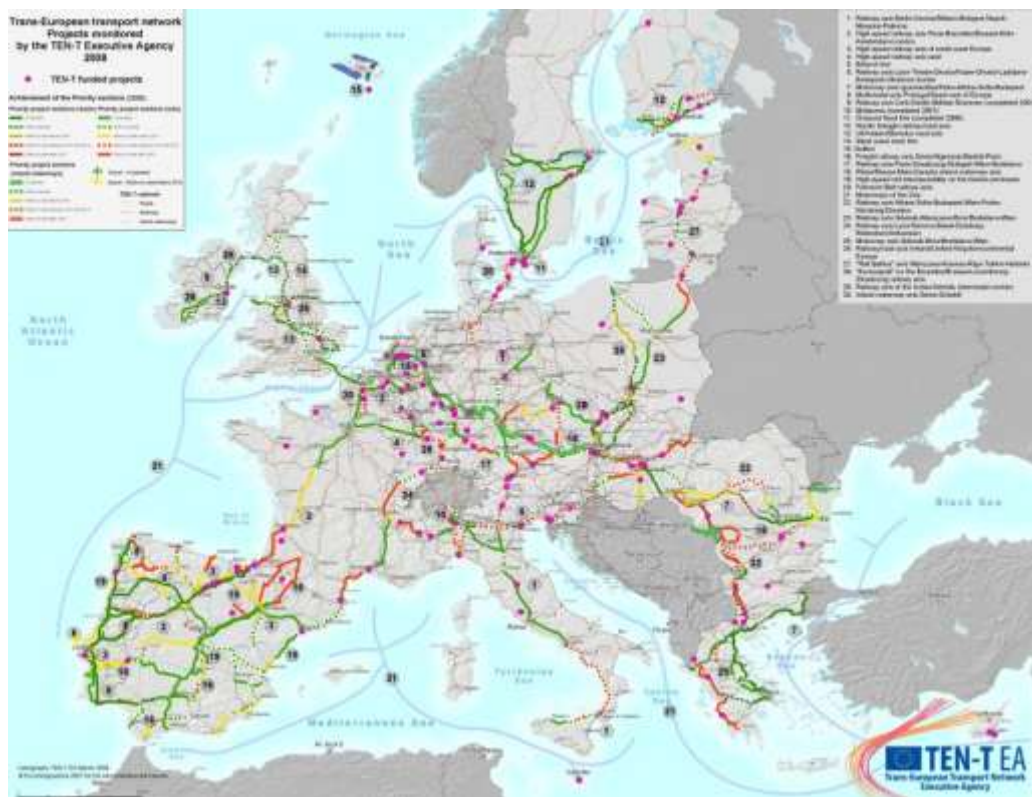


Image 2 - Priority projects of the TEN-T

Road network

The road network comprises motorways and which roads and will be supplemented by new or adapted links. It comprises infrastructure for traffic management and user information, based on active cooperation between traffic management systems at European, national and regional levels as well.

This network must guarantee users a high, uniform and continuous level of services, comfort and safety.

Rail network

The rail network is not only formed by the high-speed network, but also by the conventional lines. It is expected to provide a high level of quality and safety thanks to its continuity and interoperability and thanks to a harmonized command and control system.

Inland waterway network

This system comprises a network consisting of rivers and channels, branch channels, port infrastructure and efficient traffic management systems, whose technical specifications correspond at least to class IV.

Ports provide the link between sea transport and other modes of transport. They provide equipment and services for passengers and goods (ferry services, etc.).

Sea network

The motorways of the sea improve the existing maritime links and establish new viable, regular and frequent links for the transport of goods between Member States. It concentrates flows of freight on sea-based logistical routes in such a way as to reduce road congestion and improve access to outlying and island regions and states.

Airport network

It consists of the most important airports placed within the territory of the Community which are open to commercial air traffic and comply with certain criteria. The core of the network comprises the international and Community connecting points which provide links within the Community and between the Community and the rest of the world. These connecting points might gradually be linked to the high-speed lines of the rail network. In addition, the regional components of the network ease access to the core of the network or help to open up isolated regions.

Combined transport network

The combined transport network comprises railways and inland waterways which, combined where appropriate with initial and/or terminal road transport, permit the long-distance transport of goods between all Member States. It also comprises installations permitting transshipment between the different networks.

Information and management network

This network concerns coastal and port shipping services, vessel positioning systems, reporting systems for vessels transporting dangerous goods, and communication systems for distress and safety at sea.

Air traffic control network

It comprises the aviation plan (air space reserved for general aviation, aviation routes and aviation aids), the traffic management system and the air traffic control system.

Positioning and navigation system network

Which comprises the satellite positioning and navigation systems and the systems to be defined in the future European Radio Navigation Plan.

(7).

Pan-European corridors

The ten Pan-European transport corridors were defined at the second Pan-European transport Conference in Crete, March 1994, as routes in Central and Eastern Europe that required major investment over the next ten to fifteen years, thinking about them as a future part of our common market. Additions were made at the third conference in Helsinki in 1997. Therefore, these corridors are sometimes referred to as the "Crete corridors" or "Helsinki corridors", regardless of their geographical locations. A tenth corridor was proposed after the end of hostilities between the states of the former Yugoslavia. Thus, in order to get ready to the European Union enlargement, the TINA ('Transport Infrastructure Needs Assessment') Process was developed between 1996 and 1999, considering that these 10 Pan-European Corridors crossed the potential new member states (3).

These development corridors are distinct from the Trans-European transport networks, which include all major established routes in the European Union, although there are proposals to combine the two systems, since most of the involved countries now are members of the EU (8).



Image 3 - The 10 Pan-European Corridors (8)

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